

WINGTIPS

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Inside this issue

Col. Ernest Bourgeois	
Commander's Corner	1
Chief of Staff	2
Lt. Col. De Rico	3
Tips from Asst. IG	3
Chaplain's Column	4
Mission Recap	5-6
Aerospace Education	6
Cadet News	7-9
2 cadets to AF Acad.	10-11
Say Again: Medical	11
S. Ride Science Festival	12
Conference update	12



March 17th
St. Patrick's Day

Newsletter Editor

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COMMANDER'S CORNER



Arizona Wing Commander

Col. Ernest R. Bourgeois

The year 2006 has given the CAP additional challenges. The NHQ is facing a shortage of funds in FY06 which will carry over into FY07 due to a USAF \$1.2B reduction from Congressional appropriations. The CAP has received an approved budget which reduced funding by 15% or \$3.875M for this FY06 and an additional reduction in FY 07.

This obviously means the CAP will have less funds. Funding for training, cadet orientation flights and maintenance of our aircraft and vehicles have been reduced. The National aircraft fleet will be reduced by 13 to 520 aircraft to help meet a reduced maintenance budget. NHQ is already looking where to reduce their annual expenses. The Southwest Region was tasked to reduce its Wing fleet by three aircraft and one aircraft will come from the AZ Wing as our FY05 flying hours were just enough to support only 12 aircraft. Approved budgets were not received in the AZ Wing until January.

First quarter and January expenses were already spent. Cadet orientation flights were on an unusual fast track by the units and all of the \$16,000 funds were used by the latter part of February. Funds will have to be found if we are to continue orientation flights to the end of FY06. Training funds approved were \$30,000 and by February there was a remaining balance of \$19,046. Expenditures from a DVT exercise in January and the Jan/Feb CAPF 5/91 check rides have yet to be finalized to determine a remaining balance. The Wing will plan a Pilot Continuation Training Program under CAPR 60-11 (which replaced the CAPR 50-11 Flight Clinics) for April if funds are available and will be limited by regulations to only SAR/DR MPLts and TMPs who are commercially rated with a Class 2 medical unless other funds are available. A Guided Training Exercise (GTE) required by the USAF to determine the Wing's readiness will be held in Payson on 6 May by "invitation only". The balance of training funds and whatever other funding that can be generated will determine the training activity for the balance of FY06.

The Wing is actively looking for more funded activities and corporate donations to help keep our mission readiness intact. One thing is certain, costs like real estate will continue to rise, and the Wing will have to discover ways to obtain more funding. The Wing and Group command will be reviewing ways to control expenses, generate more corporate funding. We as volunteers will be the determining factor whether the CAP and the AZ Wing continues to provide the services we offer. Your participation will be needed to meet the challenges we face. Are you ready to help?



Pursuit of a Strategy

By Art Bornstein, Lt. Col, CAP

As members of the Arizona Wing you should all be advised of what is going on around you and for you. I'll title this message as the "Pursuit of a Strategy". There is a plan, plans change, new plans evolve, but eventually everyone will work and do their job under one dynamic strategy. Today, our "Strategy" is "Train, learn, practice and become a professional".

Like anything else we do, we must first find out the answer to, "What do we train for", "What's our personal mission". Well, by this time you have already picked, or had some one pick for you, the particular area of involvement in the organization. What ever that area is, there should be a "Director" in charge who is supposed to be knowledgeable about the functions of the area he controls. The Director then is the teacher, mentor and supervisor. He/She has been empowered by management to do what has to be done in order to make sure you are properly oriented and trained. The Director is your Boss about his/her particular area of expertise.

You may be involved in many different areas at any time, but there is a Director that could, and should, help and guide you if needed for each area in which you need knowledge, advice and counsel. Your job is to use them, their job is to support you.

The third step of practice, practice, practice will help you become a professional. If you practice what you learn, you have no choice but to become a professional in your endeavors.

Be you a Pilot, Ground Pounder or Data Entry Clerk, your professional ability is urgently needed and will help get and maintain the Arizona Wing as the best in the country. It's a winning strategy.

Chain of Command

Previously we mentioned the dynamics of an evolving strategy. Well there is more to it than just the rhetoric. It requires action. It also requires your cooperation and assistance.

The Wing Staff Directors are volunteers just like you and I. We all need help, because one person can not possibly do the whole job by themselves, nor do we want them to. Additionally we must plan for the future.

By your helping as assistants to the Commanders and Staff Officers you are training to take their place and one of our strategies is that every leader should start training their replacement upon accepting management responsibilities.

Detailing some of the manager's responsibility is the function of leadership. Carrying out and accomplishing a smooth efficient organization is the job of the "Officer in Charge" who should find the way to accomplish the tasks. Leaders tell you to "Erect a Flag Pole". The OIC tells you how and the assistants eventually raise the flag. That's the "Chain of Command" Be proud your in that chain.

The OIC is empowered, responsible and accountable. As a member of his/her team, so are you. Be pro-active, be positive and the jobs will get done correctly, timely and easily.

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PUBLIC AFFAIRS

I happened to notice an article by the Southeast Region PAO, 1Lt. Sharkey. I was very impressed by what she wrote, and I wish to share her words with you.

Writing involves remembering a lot of rules. One was just exemplified, "A lot" is two words. And "it's" means "it is."

Always. No exceptions.

So what does one do if he or she is not an editor, or teacher, or professional writer? Does that disqualify someone as a Public Affairs Officer? Certainly not!

As a Director of Public Affairs, it is my hope PAOs will turn in articles and photos with cutlines (the descriptive words that briefly tell who is in the photo, where the photo is taken, and by whom) with or without previous writing experience.

A Public Affairs Officer's job (and every CAP member's too) is to promote the activities performed in our "Missions for America." Non-professional writers should simply write out what happened at an event as if telling the story to a friend. Would you use "fifty cent" words? No. Would you tell who was there and what happened? Yes. Would you keep talking for minutes without taking a breath? No. Would you briefly tell when it happened? Yes. (Who, what, where, when, & how)

It is not rocket science (although we encourage hearing about rocket events).

If you are not sure you're (contraction of "your are") not ready to turn in your (possessive and never "your are") article, think again. Help is available, and just an email away.

We all make mistakes, and no matter how many times we proof read a large number of pages, we still miss errors. Hopefully not, but it happens.

Newsletters can be fun and a creative game, so to speak. They don't have to be long, just entertaining and informative.



Lt. Col. "Joe" De Rico

New Director of Professional Development



The Wing Commander has appointed Lieutenant Colonel Joseph M. De Rico, CAP, as Director of Professional Development for Arizona Wing.

Lt. Col. "Joe" De Rico joined Civil Air Patrol in 1975 and served in California Wing before going to Japan with the U.S. Air Force. Joe organized and commanded one of the first overseas squadrons in CAP, the Yokota Cadet Squadron. Upon his return to California, he commanded the San Francisco Cadet Squadron.

Joe returned to his native state of Ohio in 1982 and became Group VIII Commander. He later served as Ohio Wing Director of Personnel and later Director of Senior Programs (now Professional Development). His last assignment in Ohio was serving as one of three Area Coordinators, similar to Sector Commanders. Joe supervised four Groups. He retired in 1995 after 20 years of active service in CAP.

Lt. Col. De Rico has completed all five Levels of the Senior Member Professional Development Program, earning the Gill Rob Wilson Award in 1984. He has been course director or presenter at various schools and Wing conferences. He served in various positions at several En-

campments including Commandant of Cadets.

Joe is an honorably discharged veteran of the U.S. Air Force. He was a medic on active duty and later completed civilian paramedic training. He earned a bachelor's degree in Health Education and master's degree in counseling from Ohio State University. Joe moved to Arizona in 2000 and has been employed as a guidance counselor in the Phoenix Union High School District.

He is active in Toastmasters International, a well-known public speaking organization. He was District Governor for Arizona in 2003-2004. He is a ministry leader at his church. He also serves as a civilian member of the Use of Force and Disciplinary Review Board of the Phoenix Police Department.

Lt. Col. De Rico decided it was time to come out of retirement. He is busy acquainting himself with the changes of the last few years. He is eager to once again serve his fellow volunteers in Civil Air Patrol. **We welcome him to Arizona Wing!**

"TIPS FROM YOUR ASSISTANT IG"

Unit self-inspections are essential if the Unit is to receive a "Successful" or higher rating when the IG visits. Internal reviews are effective provided commander and staff officers follow some basic procedures:

1. Commander and Staff Officers maintain a copy of the SUI Guide dated 1 Oct 05 for their assigned functions
2. Staff officers review each Tab Item.
3. Have a written response for each Tab Item.
4. Your written response should include

answers to the following when required by the SUI Guide:

- a. How do you insure -----?
- b. What is your procedure for-----?
- c. Describe your ----?
- d. How do you manage----?
- e. What is your system for ----?

5. Provide documentation where required by the SUI Guide or higher HQ directives. Ex: 2A, PAs., MOIs , etc

Using the SUI Guide Tabs Items (questions asked) with your written answers will save time and aid in the training of other Staff Officers.

John Lindsey, Capt, CAP
AZWG/Asst. IG.

WING MEMBER BREAKS RECORD

Capt. John Lindsey has set a record for number of FEMA courses completed while assigned to Squadron 305, and challenges other Wing members to beat his record.

37 Courses were completed between July 2004 and May 2005 (11 months), while assigned to Squadron 305 at Falcon Field.

These courses are provided free through FEMA "Emergency Management Institute," and are available online.

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"What is the similarity between air traffic controllers and pilots?

If a pilot screw up, the pilot dies; If ATC screws up, the pilot dies."

"When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash."

"Airspeed, altitude, and brains. Two are always needed to successfully complete the flight."

CHAPLAIN'S COLUMN



Lt.Col. Morris Courtright, Wing Chaplain

DEATH AND TAXES

There is an old saying there are only two things certain in life: Death and Taxes.

I beg to differ a bit, because here in Arizona there is a third – CHANGE.

Recently flying back to San Manuel from Deming, NM I looked down on the old familiar landmarks and also observed the man made changes altering the local landscape. The most obvious was the spread of new housing in old formerly untouched parts of both AZ and NM. Oh yes, there are lots of open areas, especially where Arizona, New Mexico and Mexico come together.

But, the metropolitan areas as we all know are almost overwhelmed. I could easily digress into a dissertation of how the politicians use the resultant massive inflow of dollars hidden from view by not raising the tax rate, but that is another issue.

The one change that is affecting Civil Air Patrol (as well as many other facets of life) in Arizona is the influx of new people who have no real idea of the older Arizona and may try to recreate the environment they left. Those who have been working here year after year plugging along may feel they are being overwhelmed by people flooding in with high credentials in other states and may feel like they are being left behind. But, similarly those coming in do not know what those who are here have done here, and are merely trying to use their talents

to help their new home. We need to get to know each other.

I openly confess I once was one of those "people coming in" some 35 years ago. Now, I am one of the "old timers" watching this change take place. A recent "change" involves an old time CAP member who retired and is coming back to "active duty" to take over a wing level position. He cites his CAP involvement at Yokota AB, Japan. He'll find out I was a photo-radar intelligence officer there when RB-66s were in fashion almost 20 years before.

The point is that we should open up and welcome these newcomers and find common ground with them --- as did those who found common ground with me those many years ago and elected me to the state legislature as a true "Desert Rat".

How many of you "newcomers" remember when I-17 was two lane most of the way or that the section going down into Camp Verde from Phoenix was the subject of a horrendous environmental battle for years. When you drive up to Flagstaff next time look over at the east wall of the canyon and you will still see the traces of the jeep trails put in by an engineer from Flagstaff named Angel Gomez. That was where the northbound lanes where originally supposed to be, except that they would have covered up a spring that gave water to the wildlife.

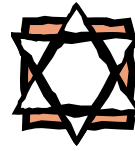
The next time you drive I-10 past the entrance to Sky Harbor Airport, down Speedway Boulevard in Tucson or Chandler Boulevard in Chandler, or enjoy not having to pay sales tax on your groceries ----- all were done by a solid Arizonan who had also been a new comer in 1953, then again in 1955 and finally came to stay in 1970.

Anybody else out there that remembers when the last paved cross street going North on Central Avenue was Indian School Road? That my friends, is from an "old-timer" who once was a "newcomer".

It is up to you to give them a chance. Of course, they also must understand that they must also earn the respect and trust

of the "old-timers" who have built Arizona Wing to be one of the best in the nation.

April 13 Passover marks the birth of the Jews as a people and a Unique Nation.



April 16 Easter is the Christian celebration of the resurrection of Christ from the dead.



ARIZONA WING LOSES A FAVORITE MEMBER TO NORTH CAROLIN



Lt. Col. Bill Hawke's move to North Carolina will leave a huge void in the Arizona Wing. Lt. Col. Hawk has given many years of excellent service to the Arizona Wing. Bill served as squadron commander of the glider squadron and the Falcon Field squadron. He also served as Wing Vice Commander from 1 October 2001 to 2 November 2002. Lt. Col. Hawke has certainly left a positive impact on the Arizona Wing.

Bye for now, Bill. You will be missed.
Good Luck

“Arizona Base, this is CAP Flight 234....”

by

Capt. Rick L Yang

“CAP Flight 234, this is Arizona Base, over.” A refreshingly youthful voice replied over the airwaves.

I immediately recognized that was the voice of a cadet working the radios at mission base. It was very reassuring to the aircrew as the transmission was very professionally annunciated. It was also heartwarming to know that dedicated cadets participated in a very important role of the mission.

It was the first of many radio communications with mission base as we headed out to our assigned grid that day. Our pilot in charge (PIC), Maj. Paul Comblick, had received a phone call at 0545 hours local time for this sortie. 2Lt Jim Ormsby, and myself were his crew today. After careful route planning and other necessary paper work, we were released by mission base and had just taken off from Scottsdale airport.

This was the second day of a REDCAP (search and rescue) mission. It was the second day of flying for our PIC, Maj. Comblick as well. We were one of five planes looking for an overdue Cessna 182 from Gunnison, CO to Scottsdale, AZ. Its last known position (LKP) was up north, beyond the Mogollon Rim. Before the day was over, we would have performed route searches en route to and from our grid, and almost five hours of grid searches in two different sorties.

Throughout the day we communicated with mission base numerous times, so did other aircrews involved in the SAR mission. The same team of dedicated cadets, C/SrA Colleen Shull and C/SrA Nyssa Spahr, under the leadership of the AzWing Director of Communications, Capt. Rick Checketts, tirelessly and professionally relayed our messages to and from Air Ops at mission base. The radio signal was scratchy at times while we were circling over the assigned grid. Thanks to the proper training and patience of the radio operators, all mes-

sages got through.

Cadets are an integral part of all CAP missions. Several cadets, led by Maj. Newton Muehleisen and Capt. Mike Hoza, formed the ground team that was pre-positioned at Payson Airport that day. They also monitored the radio and relayed messages, especially for one of the search planes, which was not able to use the Mount Ord repeater needed to reach mission base.

Note: All cadets are encouraged to contribute to SAR and SAREX efforts at mission base. All one needs is a General Emergency Services (GES) rating on one's CAPF 101 card, a current CAP ID, and show up in appropriate uniform (BDU). Radio operators would need Basic Communication Users' Training (BCUT) ratings.

As the day went for us, the morning was no picnic. Our plane was buffeted by strong winds. We had to maintain a low enough altitude in order to search effectively the forested terrain below. As much as our skilled pilot tried, the ride was still bumpy. The turbulence made us all a bit queasy, but we endured without reaching for the “barf bag”. It was a welcome break at midday to stop at Payson Airport to refuel the plane. After “refueling” the crew at the cozy airport restaurant, we were off again to the wide blue yonder. The wind was much calmer in the afternoon. We all hoped to find the overdue plane soon.

“Arizona Base... we have a possible *Hotel November*...”

“*Hotel November*” was the code word for locating a target for this mission.

On the way back to Scottsdale, we did a route search and found a plane wreckage on the side of the Mazatzal Mountains. The mood in the cockpit turned reflective. The overdue pilot's family would not wish for such an outcome. On the other hand, at least it would be a closure. The crew's mood was understandable when we received order to circle above the possible target while waiting for further instructions from mission base.

It is easy for the crew to forget that mis-

sion base personnel have a lot to consider at that point. The reported position has to be checked against the database of known crashes. Other personnel knowledgeable to the area may have to be consulted. If further verification is warranted, ground team has to be directed to the site. If a helicopter is needed for a closer look, inter-agency coordination will be needed. Any report must be approached methodically to avoid a false positive announcement. The unfortunate tragedy at the coalmine explosion in West Virginia later that week underscores the importance of not jumping to conclusions. Fortunately, our CAP mission base approached our report professionally for our “find” turned out to be an old crash site.

The next day I worked at mission base and witnessed first hand just how a reported find like ours was processed. There was a reported find late in the morning. Similar to the site we reported, there is an old crash site in the vicinity. The crew had taken pictures of the wreckage. The mission base staff waited anxiously to see the photos. When the aircrew landed at Payson Airport forward base, they discovered there was no computer connection to transmit their picture. Mission base IC proceeded cautiously and patiently. A representative, James Langley, from the Arizona Department of Emergency Management (ADEM) showed up at mission base. He came well equipped with detailed topographic maps of the area. We plotted the latitude-longitude of the reported site and the location of old wrecks in the area in his computer topography software.

Too close to call!

Finally, the decision was made to send in a DPS helicopter from Flagstaff to inspect the area.

(continued on page 6)

(continued from page 5)

I can identify with the crew during those hours of waiting. As I had the day before, they must have strongly believed in what they saw from the air. It was understandably for others, including the family members that showed up at mission base that afternoon, to wonder why it took so long for Air Ops to send additional assets to the site. With another old crash site almost in that same spot, the decision of Air Ops has to be difficult. One must weigh between diverting valuable resources to that possible, but doubtful, target versus deploying resources to search in other areas. It would still take a couple hours for the ground team to reach that site. Shall one concentrate on a possible old site and forgo the possibility of finding the target that afternoon? As the clock is ticking, and the sun is getting low at the horizon, what would YOU do if you were the IC at mission base?

After careful deliberation, the decision was made to investigate the reported site. The DPS helicopter got there before the CAP ground crew did. It was an old wreckage.

Incidentally, as the DPS helicopter was heading back to their home base, they spotted the wreckage of the missing plane within 1 mile from the old site.

Later in the week, the whole nation would witness the communication fiasco in West Virginia. It was a classic example of how wrong things can get when people disregard proper protocol at mission base. We at CAP did not get on the network news, not even the local news mentioned CAP, all because of

I now have a better understanding how mission base operates. I encourage everyone to support the monumental tasks facing mission base personnel every minute of the mission. All specialties are welcomed. As an illustration, if the missing plane was found while the family was visiting mission base, they deserve qualified counseling personnel instead of the MSA (Mission Staff Assistant, just a euphuism for "go-fer") filling in as mission chaplain. If the ground team was on the crash scene, Critical Incident Stress Management (CISM) will probably be a good idea. Experienced flight crews are valuable assets in planning sorties. We need people to brief and debrief aircrews. I

can imagine aircrews' elation when they can be back in the air quickly. Therefore, we hope to see every one of you at the next mission...

If there are enough people showing up at mission base, someone will invariably bring donuts...

Kudos to mission base ICs: Maj. Brian Ready, Lt. Col. Ron Fett, and Maj. Carla Day.... you are the best!!!

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Aerospace Education Scores a Coup

By Capt. James Nova

On February 9 Dr. Aileen Yingst conducted a slide presentation at Saguaro High School in Scottsdale showing the surface of Mars and describing its geology as well as her activities as a Participating Scientist on the Mars Exploration Rover Mission currently underway on the red planet. Dr Yingst graduated Dartmouth College in 1991 with a degree in Physics and Astronomy and a minor in Geology. She received her Master's Degree in 1995 and her Doctorate in 1998 both from Brown University. She has served on the Galileo Mission to Jupiter and worked closely with the Clementine lunar reconnaissance team. She is an adjunct assistant professor at the University of Wisconsin-Green Bay and is the Director of NASA's Wisconsin Space Grant Consortium; and, this is only a partial biography!

Dr. Yingst is the daughter-in-law of Capt. James Nova, Commander of Squadron 314, Assistant Wing PAO and Wing Strategic Partnerships Officer. He arranged

with Lt. Col. Pete Feltz and Capt. Rick Yang for Dr. Yingst to speak to the Wing Cadets, their parents and to the public as well, not only about Mars but also about her career as a female scientist in a mostly male profession. At the conclusion of her presentation Dr. Yingst spoke individually with a number of Cadets and their parents concerning a career in science in general and space science and exploration in particular.

This event was an excellent recruiting tool because Cadets, parents and the public were all invited to attend and did so. The presentation was directed toward students and their possible career interests. It compared in a way understandable by all attendees the various geologic features on Mars and their counterparts here on earth. Showing the similarities of formations on two different planets created a buzz of interest in the audience.

By spending substantial "one-on-one" time with the cadets and their parents after the event, Dr Yingst succeeded in creating a dialogue and interest that hopefully will result in a career for one or more of the young men and women present.

A special thanks to Lt. Col. Feltz and Captain Yang for their efforts in making this event the success it was.



Lt. Col. Pete Feltz presents Dr. Yingst a Certificate of Appreciation for the excellent presentation.



SHOW LOW CADETS COLLECT FOOD FOR THE NEEDY

WINGTIPS
2009



Top right Cadet Isaac Payne, Airman Brandon Hunt, Airman Ryan Harpster, Cadet Deputy Commander 1st Class Ben May.

Top left: airman Shawn Brooks, Airman Amanda Moore, Cadet Kayla Payne, Cadet Dustin Cote, Cadet Commander Airman Dakota.

These Cadets of Composite Squadron 210 have been working to collect food for the needy for three months. They also collected gifts for the kids. Over 6000 pounds of food and milk and 145 gifts for the kids. The Cadets put together 46 boxes for the needy, and for the families of the 1404 National Guard in Show Low.

The National Guard has been most generous with the use of the National Guard Armory by the Show Low Squadron.

By Lt. Marty Jarvey

HOW ABOUT A ROCKET LAUNCH

Ten cadets from Prescott Composite Squadron 206 built and launched rockets on Sunday, 29 January .

Embry-Riddle University provided a classroom and soccer field for the six hour evolution. Nine cadets completed the Saturn stage and earned the rocket Badge. One cadet completed the Titan stage



Clark, Kyle Hefflefinger, and Cody Snow and John Schultz below.



LIFT OFF!

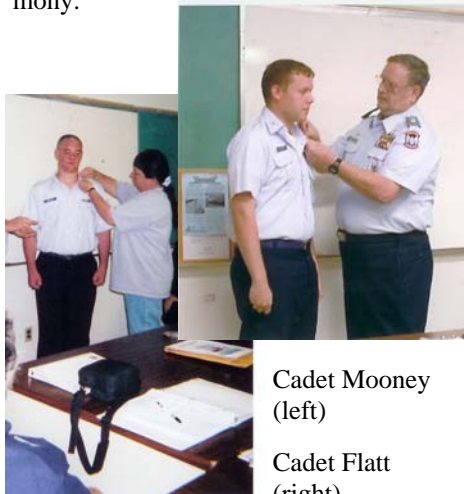
*Submitted
by Lt. Col.
Andy Boque*



SAFFORD COMPOSITE SQUADRON CADETS PROMOTED

By Lt. Col. Mike Daly CC, Squadron. 103

On February 7, 2006, both Cadet Sean Mooney and Cadet Michael Flatt were promoted in a special promotion ceremony.



Cadet Mooney
(left)

Cadet Flatt
(right)

Earlier, Cadet Sean Mooney was presented with the Wright Brothers Award, then with the aid of his mother, Cadet Mooney was presented with his Staff Sergeant chevrons. Cadet Mooney is a deserving cadet and projects his desire to become a leader in his actions within the unit. During this promotion ceremony, Cadet Michael Flatt was also promoted to the rank of Cadet Airman. Cadet Flatt is new to Civil Air Patrol and his promotion is due in part to the unwavering interest that Cadet Sean Mooney has repeatedly exhibited with each new cadet, in spite of his relatively short tenure with Civil Air Patrol, Cadet SSgt Sean Mooney continues to exemplify what is desired in the CAP Cadet Program.

SAFFORD COMPOSITE SQUADRON CADETS HAVE A BUSY DAY

By Lt. Col. Daly

Saturday morning, February 11, 2006 cadets from the Safford Composite Squadron set out for Tucson's Pima Air Museum. This was a special day as a symposium for the SR-71 Blackbird was being conducted. For nearly all of the cadets, this was their very first trip to the museum and taking it all in was some-

thing to behold. Cadets stared in wonderment at the expansive display of various aircraft and helicopters. Cadets were treated to a presentation by various aircrew that actually flew the Blackbird, Stories of flights, handling characteristics, and anxious moments punctuated the briefing. One question had to do with the handling characteristics during an engine out. One of the pilots simply replied that it was "akin to trying to ride a tricycle down a flight of stairs". The Safford cadets also had an opportunity to interact with members of Squadron 105 who were providing traffic control and assistance during this event and doing an excellent job I might add. It was very refreshing to have the opportunity for the Safford cadets to see first hand how a cadet should present him/herself and how they should represent the Civil Air Patrol, the United States Air Force, and of course, the Arizona Wing. To Captain Glass and his staff, both senior and cadet, "Good Job!!"

Saturday evening found the unit back in Safford donning aprons and getting "marching orders" in preparation for the annual volunteer banquet hosted by the Veterans of Foreign Wars, Ladies Auxiliary.



The unit had been asked to serve the meal and five cadets stepped up to the plate.



With nearly 200 volunteers and VFW members in attendance, the cadets had their hands full. From the very beginning, setting the tables, serving the salads,



serving the meal, serving the desert and then finally, the cleanup. As the Commander of the squadron I take pride in announcing that these five cadets, Cadet Sean Mooney, Michael Smith, Nathan Smith, Brandon Briggs, and Bryce Dubois did an outstanding job. The actions and attention to detail were noticed and commented on by both volunteers and VFW members alike. In the words of one VFW member, "I did not know that there were young people around anymore that are as well behaved and courteous as your cadets." To 1Lt Gail Daly and her cadets, "Good Job!!"

SAFFORD CADET SEAN MOONEY RECEIVES THE WRIGHT BROTHERS AWARD



(Continued top of page 9)

In a special ceremony February 7, 2006, Cadet Sean Mooney received the Wright Brothers Award and the Wright Brothers Ribbon. The Wright Brothers Award in the Civil Air Patrol Program was introduced April 1, 2003, in the centennial of Orville and Wilbur Wright's historic first flight.

This award is earned after completing Phase 1, "The Learning Phase." Consisting of the first three achievements of the cadet program. In addition, the cadet must pass a challenging examination testing leadership knowledge and proficiency in drill and ceremonies.

Once Cadet Mooney earned the Wright Brothers Award, he is also eligible to be promoted to the grade of Cadet Staff Sergeant, begin his service as cadet non-commissioned officer, and continue to participate and advance in the U.S. Air Force Auxiliary Civil Air Patrol.

Cadet Mooney has been a member of the Safford Composite Squadron since May 2005 and has filled various leadership positions within the squadron. He presently is acting Cadet Commander. Cadet Mooney exemplifies the spirit of the Civil Air Patrol Cadet program by his unwavering desire to assist other cadets in achieving success in the cadet program.

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SEDONA-----On 21 January, Squadron 205 switched to a new tack and inaugurated having an awards potluck at the squadron building instead of at an outside facility. The feeling is that for the families, having it at a restaurant runs into a considerable sum taken out of the family coffers and that having a potluck would be helpful for the cadets' families. It was also a cozier environment. Especially so since the entire interior of the building was repainted just prior to the potluck.

The affair was well attended with many family members of cadets present as well as being well attended by cadets and senior members of the squadron.

One of the highlights of the evening was the retiring of Major Robert Smith, a 21-year veteran of the Civil Air Patrol, as well as a US Navy veteran. Lieutenant Colonel Mike Sue and the Squadron 205 Honor Guard which consisted of Cadet Captain Max Weaver and Cadet First Sergeant Chris Murko, conducted a flag folding ceremony to honor Major Smith's service to his nation. The ceremony was, in the words of Group II Commander, Major Charles Weaver, "solemnly attended and there were even some tears in people's eyes." After the flag folding, Squadron Commander Marilyn Weaver presented Major Smith with his official retirement certificate from National Headquarters.



Second Lieutenant Darryl Thompson received the New Member of the Year Award for excellence in, amongst other things, helping the cadets in their space program activities such as rocketry, etc. 2Lt. Thompson also received the Yeager Award



First Lieutenant Bill Tripp received the Member of the Year Award for his all-around excellence and great helpfulness to the squadron. Tripp is the Finance Officer for the squadron and has been tremendously helpful in helping to keep the squadron headquarters in good repair. Earlier in the year, Tripp was presented with the Silver Spatula Award for outstanding work on the application of roofing goop during roof repairs, an award rendered by Lt Col Mike Sue, in recognition of Tripp's dedication to duty.

As usual, the celebratory cake was sliced with the ceremonial naval sword presented to the squadron in perpetuity by former navy commander, Dave Cobb.

Maj. Luis Camus and Lt.Col. Mike Sue presenting C/Capt. Max Weaver with the Earhart Award.

All in all, it was agreed by all that the event was a great success, and so many more awards to cadets that couldn't be pictured. Congratulations to all.

Mike Sue, Lt Col, CAP, Squadron PAO/Historian, pictures by SM Al Thiele



INTO THE WILD BLUE YONDER: AZ WING SQUADRON 304 CADET GOING TO THE USAF ACADEMY

by Captain Allan Pearlstein
Group 3 Public Affairs

Core values make the military what it is; without them, we cannot succeed. They are the values that instill confidence, earn lasting respect, and create willing followers. They are the values that anchor resolve in the most difficult situations. They are the values that buttress mental and physical courage when we enter combat. In essence, they are the three pillars of professionalism that provide the foundation for military leadership at every level (Sheila E. Widnall, Ph.D., former Secretary of the US Air Force).



In the summer of 2006, Cadet Captain Anthony T. Hill from the Willie Composite 304 squadron will learn these core values well, as he begins his four year journey towards his dream of becoming a USAF fighter pilot. A senior at Desert Ridge high school in the Gilbert school district, Cadet Hill was notified in December 2005 that he was among the estimated 1,100 applicants accepted into the class of 2010 at the USAF Academy. Having an interest in aviation since age two, Cadet Hill joined the AZ Wing in January 2001. Since that time, Cadet Hill has strived for nothing short of excellence by using the CAP program to participate in a myriad of activities which have developed a high level of confidence in him. When I first joined CAP, I had very little confidence. CAP has built my confidence by teaching me to be a good leader and follower through teamwork, public speaking, and discipline, Cadet Hill told me.

Cadet Hill, who was the cadet squadron commander of the Willie Composite 304 squadron from July 2003 through January 2006, has achieved the Mitchell and Earhart awards. In addition, Cadet Hill graduated from the 2002 AZ Wing Cadet Basic Encampment at Davis-Monthan AFB Tucson; attended the 2005 National Cadet Special Activity of National Flight Academy at Oshkosh, WI, where he received 10 hours of flight training which culminated in his soloing; attended the National Cadet Special Activity of Air Education and Training Familiarization Course at Laughlin AFB Texas in 2004 and 2005; competed in the SW Region Cadet Competition at Kirkland AFB NM in 2004, in which he was awarded the Fleet Foot Award for running the fastest miles overall; served as a squadron commander at the 2005 summer cadet encampment;

and served as the Willie Composite 304 squadron representative on the Arizona Wing Cadet Advisory Council. In addition to his accomplishments in CAP, Cadet Hill has won four varsity letters as a cross country runner; two varsity letters in track and field; is a member of Who's Who Among American High School Students; and attended the USAF Academy 2005 Summer Seminar familiarization course.

Cadet Hill's quest to reach the academy was not an easy one. According to Cadet Hill, the academy seeks well rounded students who are not only superior in academics, but who also participate in sports and extracurricular activities. Upon completion of the academy entrance application, Cadet Hill was called before the USAF Academy Admissions Board through US Representative Jeff Flake's office for a thorough background interview. Being impressed with his credentials, Cadet Hill received a call a few months later notifying him of his selection. Cadet Hill plans to major in either math sciences, physics, or aeronautical engineering at the academy, and also plans to join the Wings of Blue parachute team.

Cadet Hill is a shining example of how the Arizona Wing has prepared yet another person to be a future leader and proud member of the USAF.

ERIC ICZKOWSKI, CAP CADET FROM SQUADRON 310 HEADS FOR THE AIR FORCE ACADEMY



After years of hard work and dedication, 18-year-old Eric Iczkowski has received word of his anticipated acceptance into the United States Air Force Academy.

As a young boy growing up, very little was ever stable in his life. Nothing ever seemed to remain constant, not even his schooling or friends. However, at the beginning of his freshman year of high school, Eric was adopted by a couple by the name of Louis and Betty Meyer of Scottsdale, AZ, the same couple who had been mentoring him for the last six years.

Eric knew that in order to be accepted into the USAF Academy he would not only need to exemplify stellar academics to meet stringent enrollment standards, but he would also need to prove to the Admissions board that he possess a well-rounded package better than thousands of other applicants.

At 15-years old, Eric became a member of the Civil Air Patrol's cadet program. Over a four year period he earned the rank of Cadet Commander for Paradise Valley Squadron 310, and received the prestigious Billy Mitchell award. Additionally, he completed the Private Pilot's Ground School course and became qualified as an emergency medical First Responder. It is

through Eric's involvement in CAP that he developed an interest in serving his country and attending the United States Air Force Academy.

He graduated in the top 5% of his class with a 3.9 UN-weighted GPA, and was also a member of the National Honor Society. During his senior year, Eric continued his success by achieving in academics, working a part-time job at Washington Mutual Bank, volunteering at the local nursing home, and earning a Varsity letter in cross country.

Eric admits he is up for the challenge as he prepares to enter into four years of a difficult yet rewarding endeavor. He said it best in his personal statement to the Academy, when he wrote, "...whatever life hands me, I will always work my hardest to get the job done." (Pictured: Eric Iczkowski and 1Lt Lynn Hoza, picture by SM Alisha Peritore)

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SAY AGAIN!

By Lt. Col. Charles Bendixen, MD

Pilots seem to say the words "**Say Again**" more than the general public. It is not only because it a standard radio phraseology. It is often because pilots, especially we older pilots who flew many hours before the use of intercoms and headsets, have a significant noise induced hearing loss.

All of our CAP aircraft have intercom systems, and for good reason. First, it improves communications and negates the need to yell at your crew. Secondly, it helps prevent noise induced hearing loss.

To put aircraft noise in perspective, last week I took a Decibel Meter with me while flying CAP Flight 221, N6268N. During takeoff it read 96db. At cruise it was down to 94db. Having spent 14 years practicing Occupational Medicine, I spent many hours involved with meeting OSHA requirements for hearing conservation programs. OSHA will allow levels of 85db for an 8 hour period in an industrial environment. If noise levels exceed this level, hearing protection must be made available to the workers. Since decibels are calculated on a log rhythmic scale, 95db is 10 times the noise energy intensity of 85db. For a doubling of noise energy intensity (approx. 2.5db), OSHA cuts exposure time in half. 87.5db is allowed for 4 hours/day, 90db for 2 hours, 92.5db for 1 hour and 95db for a half hour. Any exposure over 85db has the potential to cause hearing loss over a period of time.

MORAL: USE YOUR HEADSETS RELIGIOUSLY!!

REACH FOR THE STARS AT THE SALLY RIDE SCIENCE FESTIVAL

by Captain Allan Pearlstein, Group 3 Public Affairs

On 25 February 2006, Lt Colonels' Fred Seifritz, Pete Feltz, Captain Allan Pearlstein, and Lt. Col. Bill Turner, worked at the AZ Wing CAP recruiting booth at *Reach for the Stars* at the Sally Ride Science Festival at Arizona State University in Tempe, AZ.



The science festival which is open to everyone, is primarily focused on promoting the studies of mathematics, earth science, physiology, engineering, and aerospace studies, to teachers and girls between school grades 5 through 8 by having workshops, displays, and guest speakers. On hand were representatives from the Salt River Project, General Dynamics, and the School of Earth and Space Exploration (SESE), just to name a few. The SESE is due to begin this Fall as part of the College of Liberal Arts and Sciences at ASU. Students interested in pursuing the various science degrees offered in SESE will learn geology, planetary science, astronomy, and engineering, leading to both Bachelor and Master of Science degrees. For more information, visit the department website at www.sese.asu.edu, or contact

Veronica Zabala, Public Outreach Coordinator at (480) 965-7029.

Sally Ride, who was America's first female in space, did book signings and gave the keynote speech at the festival today. The CAP members on hand fielded questions about the CAP program, and distributed CAP literature.



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**GET READY —-THE WING CONFERENCE IS COMING!!!
IT WILL BE DIFFERENT, EXCITING , NEW THINGS TO SEE AND DO,
SO-O-O-O-O-O DON'T MISS IT.**

MARK YOUR CALENDAR: JUNE 9TH—11TH

EMBASSY SUITES AT THE TUCSON INTN'L AIRPORT

\$65 ROOM RATE, INCLUDES BREAKFAST AND COCKTAILS IN THE EVENING

MORE INFORMATION WILL BE AVAILABLE SOON FROM GROUP ONE!!